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BASIC AIR STUDY OF DENMARK

OUTLINE

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SECRET**I. Civil Air Policy**

Because Denmark is a small country having limited resources, she has cooperated with Norway and Sweden with whom she is most closely associated geographically and culturally. Scandinavian Airlines System, of which the Danish member is DDL, was formed in order that the equipment, personnel and facilities of the three countries could be pooled to effect more economic operation by avoiding concurrent traffic and unnecessary competition. (19)

DDL has been subsidized by the government almost continuously since 1923. (23)

Denmark is an active member of ICAO and DDL was one of the founders of IATA. She prefers complete multilateral agreement and hopes for that ultimately but nevertheless concludes bilaterals on a purely reciprocal basis conforming to ICAO standards. (12,18,20)

A point of strength in Danish civil aviation is the cooperation with Norway and Sweden. This enables Danish airlines to operate greater distances with greater capacity and frequency. A point of weakness is the dependence on foreign aircraft and the lack of trained pilots and flight personnel which requires SAS to employ foreigners (American and British) to operate and maintain aircraft. (19)

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II. Governmental Activities in Connection with Civil Aviation

Civil aviation is under the control of the Minister (3)
for Public Works. It is administered by the Director of
Civil Aviation*and the Aviation Inspection Department
(Statens Luftfartstilsyn), both located in Copenhagen

*(Direktoratet for Luftfartsvesen)

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III. Air Transport Companies

(1) Statistics on DDL operations:

Det Danske Luftfartselskab A/S (DDL), founded on (1)
28 October 1918, was the first commercial company organized
as an airline. However, it did not start operating until
28 June 1920 when a concession to operate international
air routes was granted by the government. An early pool
arrangement took place in the winter of 1929 when Deutsche
Lufthansa took over DDL's international routes. The follow-
ing year DDL entered the international pool formed by
German, Swedish and Dutch airlines to transport night mail.
This policy of DDL to pool services with other international
air carriers has continued to the present day. (See
Basic Air Study of Sweden for DDL participation in SAS.)
There were no scheduled domestic services until June, 1937.
Operations were suspended with the outbreak of ^{the} war but
after a short interval the runs to Berlin and London were
reestablished. On 9 April 1940, the occupation of Denmark
by Germany brought to an abrupt halt all services of DDL
in Europe. The domestic route to Ronne was maintained
throughout the German occupation and the Copenhagen-Berlin
and Copenhagen-Malmo routes were re-opened. After the liber-
ation of Denmark on 5 May 1945, the reestablishment of its
prewar services was promptly begun. DDL's concession now
names it the sole operator of foreign and domestic routes.
The concession was renewed until 1963 at which time it
will be renewed for another ten years unless cancelled by
either party prior to 1962.

Up to 1937, the Danish government owned 70% of the stock (1)
of DDL. Originally, authorized capital was \$187,740. In
1927 working capital was increased by \$41,720. When capital
was increased in 1937 to \$625,800, the government did not
increase its holdings and its interest in DDL decreased to
17%. In 1943 a reorganization took place, capital was in-
creased to \$3,129,000, and the government purchased sufficient
stock to maintain its 17% ownership. On 31 December 1946,
capital was increased to \$6,258,000, with the government
continuing its 17% ownership.

In order to maintain adequate services, DDL was (23)
subsidized as early as 1923 and the subsidy has been almost
continuous since that time. The maximum amount of the
subsidy was fixed at 500,000 kronur per annum but DDL has
asked for an increase up to 3,000,000. The agreement
expired on 31 December 1947 but will probably be renewed
subject to the government's receiving more control over
DDL's affairs. It is expected that the amount of the subsidy
will be increased considerably on its renewal. A similar

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subsidy agreement has existed since 1925 between the City of Copenhagen and DDL, providing for a maximum of 100,000 kronur per annum, making a maximum subsidy of 600,000 kronur. Combined subsidy for the last ten years is as follows:

(in Kronur)

1938	521,000	1943	365,000
1939	595,000	1944	350,000
1940	394,000	1945	399,000
1941	507,000	1946	600,000
1942	471,000	1947	600,000

DDL fleet consists of 2 DC-6s, 2 DC-4s, 15 DC-3s, (5,8)
4 Vickers Vikings, and 1 JU-52. One Stratocruiser is on order. Total number of persons employed is about 1950, including approximately 75 pilots.

	1946	1947	
Number of passengers	99,881	147,000	(22)
Kilograms of Mail	300,721	1,692,000	
Kilograms of freight	1,145,043	1,565,000	
Kilometers flown	3,577,000	5,720,000	

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(2) Airline Routes Flown:

SAS External Routes: See Sweden, SAS

SAS Internal Routes:	Round trips per week	
1. Copenhagen - Aalborg	21	(10)
2. Copenhagen - Aarhus	14	
3. Aalborg - Aarhus	3	

Due to the small area of the country and the well developed railway and highway systems of each island, air transportation within Denmark is limited in scope. (1)

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Foreign airlines servicing Copenhagen include:

(11,21)

AIR FRANCE
AOA
BEA
CSA
KLM
SABENA
SAS
SWISSAIR
AERO O/Y

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(3) Air Facilities:

The three principal civil airports of Denmark are Statens Lufthavn at Kastrup, Aalborg Kommunale Lufthavn at Aalborg and Esbjerg Kommunale Landingsplads at Esbjerg. Sea plane landing facilities are provided at the Naval station - Refshaleoen, Kastrup Airport, Esbjerg Harbor, Aalborg Harbor and Frederikshavn Harbor.

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Czechoslovakia	14 May 47	(4,6,7,9,
Greece	14 Nov 47	13,15)
Ireland	18 Nov 47	
Portugal	:	
Turkey	30 June 47	
United States	16 Dec 44	

Interim:

Egypt	(25,26)
Italy	

Company-government:

Sweden-Denmark-Norway - ABA-DDL-DNL	31 July 46
Netherlands	22 May 46

Unknown:

Brazil
France

Being Negotiated:

Argentina	(6,16)
Canada	
China	
Egypt	
Iceland	
Poland	
South Africa	
Spain	
Switzerland	
United Kingdom	
Uruguay	

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~~SECRET~~V. Aeronautical Industry, Research and Education(1) Aeronautical Industry:

Airplane production began in Denmark as early as 1914 when Orlogsvaerftet (Royal Naval Dockyard) and Haerens Flyvertroppernes Vaerksteder (Royal Army Aircraft Factory) both at Copenhagen, began the construction of service planes under foreign license and powered with imported engines. Following World War I construction, consisting largely of the building up of imported plane parts, was undertaken at Kastrup.

(2,3)

The most recent types of aircraft built in the Army factory were the Fokker C. V-E reconnaissance biplane, and the Gloster Gauntlet and Fokker C.21 single-seat fighters. Although the earlier productions of the Dockyard were of original design, later types were built under foreign licenses. Types built in the Dockyard included the Heinkel He 8 three-seat reconnaissance seaplane, the Avro Tudor training biplane and the Hawker Nimrod single-seat fighter biplane. The Dockyard also built Fokker monoplanes for DDL.

(3)

The Skandinavisk Aero Industri A/S was destroyed by fire on 17 February 1947 and it is not known whether it has been rebuilt.

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(2) Research:

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(3) Education:

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